

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,350 tons, Captain H. D. Jones.
 "POWAN," 2,350 tons, " R. D. Thomas.
 "FATSHAN," 2,350 tons, " W. A. Valentia.
 "HANKOW," 2,350 tons, " C. V. Lloyd.
 "KINSHAN," 2,350 tons, " J. J. Lott.
 Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 4.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. B. Clarke.
 Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.
 Cheap Excursions on Sundays, per S.S. "Honam," leaving Hongkong at 9 A.M., and returning from Macao at 7 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,190 tons, Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 1,688 tons, Captain J. Willox.
 "NANNING," 1,688 tons, " O. Butchart.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yuki, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shie-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.
 FARES:—Canton to Wuchow, Single \$15.00, Return \$25.00.
 Canton to Tak Hing, Single \$12.50, Return \$21.00.
 Canton to Samshui, Single \$7.50.

HONGKONG-WUCHOW LINE.

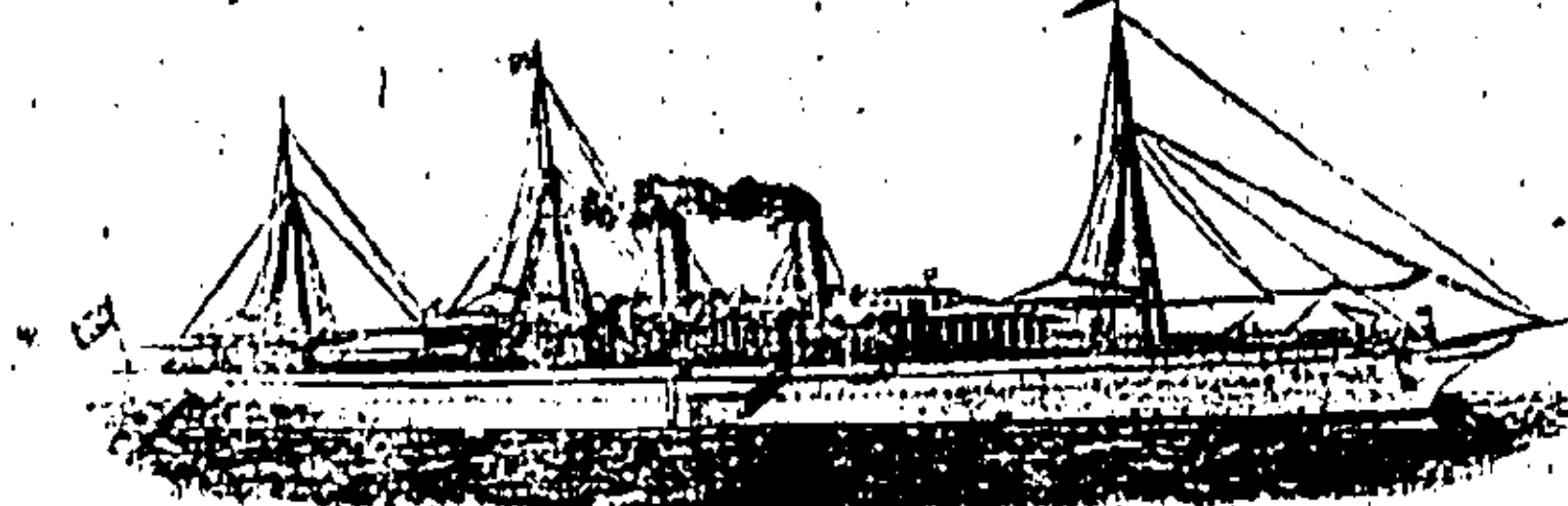
S.S. "LINTAN," 1,688 tons, Capt. B. Branch. S.S. "SANUI," 1,688 tons, Capt. H. Black.
 Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shie-Hing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.
 FARES:—Hongkong to Wuchow Single \$17.50, Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

S.S. "TAK HING," 1,688 tons, Capt. R. Biss. S.S. "HONGKONG," 1,688 tons, Capt. Maxfield.
 Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).
 FARES:—Hongkong to Kong Moon, Single \$6.00.
 Hongkong to Kumchuk and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.
 Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 26th April, 1905.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
 SAYING 1 TO 7 DAYS ACROSS THE PACIFIC.
 PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "ATHENIAN," 4,400 tons, Wednesday, 24th May.
 "EMPERESS OF CHINA," 6,000 tons, Wednesday, 31st May.
 "EMPERESS OF INDIA," 6,000 tons, Wednesday, 21st June.
 "TARTAR," 4,400 tons, Wednesday, 5th July.
 "EMPERESS OF JAPAN," 6,000 tons, Wednesday, 13th July.
 Hongkong to London, 1st Class, via St. Lawrence 260. Via New York 262.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail, 140. " 142.

THE magnificent twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
 R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to
 D. E. BROWN, General Agent,
 9, Pedder's Street.

Hongkong, 10th May, 1905.

HAMBURG-AMERIKA LINE.

OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIZET, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SENIGAMBIA	HAVRE and HAMBURG.	28th May. Freight.
Jaburg	(Calling at SPOR, PENANG & COLOMBO).	
G. FERD. LAEISZ	HAVRE and HAMBURG.	12th June. Freight.
von Hoff	(Calling at SPOR, PENANG & COLOMBO).	
BRISGAVIA	HAVRE and HAMBURG.	28th June. Freight.
Russ	(Calling at SPOR, PENANG & COLOMBO).	
SITHONIA	HAVRE and HAMBURG.	12th July. Freight.
Hildebrandt	(Calling at SPOR, PENANG & COLOMBO).	
ACILIA	HAVRE and HAMBURG.	26th July. Freight.
Albers	(Calling at SPOR, PENANG & COLOMBO).	
NUBIA	NEW YORK via SUEZ.	2nd June. Freight.
Habel	with liberty to call at the Malabar coast.	

For further Particulars, apply to

HAMBURG-AMERIKA LINE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 13th May, 1905.

D. NOMA, TATTOOER, 60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attainable by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 5,700 Recommendations which I have received from all sources.
 Hongkong, 16th November, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN. EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
 ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.
 N.E.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
ROON	WEDNESDAY, 24th May.
BAYERN	WEDNESDAY, 7th June.
ZIETEN	WEDNESDAY, 21st June.
DARMSTADT	WEDNESDAY, 5th July.
SACHSEN	WEDNESDAY, 19th July.
SCHARNHORST	WEDNESDAY, 2nd August.
PRINZ HEINRICH	WEDNESDAY, 16th August.
PRINZ BITEL FRIEDRICH	WEDNESDAY, 30th August.
PRUSSEN	WEDNESDAY, 13th September.
BAYERN	WEDNESDAY, 27th September.
GNIESEN	WEDNESDAY, 11th October.
PRINZESS ALICE	WEDNESDAY, 25th October.
SACHSEN	WEDNESDAY, 8th November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 22nd November.
PRINZ HEINRICH	WEDNESDAY, 6th December.
PRINZ HEINRICH	WEDNESDAY, 20th December.

ON WEDNESDAY, the 24th day of May, 1905, at Noon, the Steamship "ROON," of the NORDDEUTSCHER LLOYD, Captain G. Meiners, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port at above, calling at NAPLES and GENOA. Shipping Orders will be created till Noon, on MONDAY, the 22nd May, Cargo and Specie will be received on board until 5 P.M., on TUESDAY, the 23rd May, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 23rd May. Parcels of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement. The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
PRINZ SIGISMUND	3,301	TUESDAY, 30th May.
WILLEHAD	4,761	TUESDAY, 27th June.
PRINZ WILHELM	3,227	TUESDAY, 25th July.

ON TUESDAY, the 30th May, 1905, at Noon, the Steamship PRINZ SIGISMUND, Captain D. Leuz, with Mails, Passengers and Cargo, will leave this Port at above. The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMER	ABOUT
KOBE & YOKOHAMA	WILLEHAD	TUESDAY, 6th June.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ZIETEN	WEDNESDAY, 24th May.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	DARMSTADT	WEDNESDAY, 7th June.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 10th May, 1905.

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA PORTS	First half June.	JAPAN VIA SHANGHAI	First half June
TJILATJAP	JAPAN	Second half May	JAVA PORTS	Second half May
TJIMARI	JAPAN	First half June	JAVA PORTS	First half June

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
 ALEXANDRA BUILDINGS, 3rd Floor.
 Hongkong, 1st May, 1905

Intimations.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
 7.00 a.m. to 7.30 a.m. Every 30 minutes.
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Intimations.

WM. POWELL,
LIMITED.

—ALEXANDRA BUILDINGS—

FURNISHING
DEPARTMENT,
(FIRST FLOOR BY LIFT.)

NEW
LACE
AND
MUSLIN
CURTAINS.

DAINTY
UPHOLSTERING
AND
ART FABRICS.

LAMP
SHADES!!!
CANDLE
SHADES!!!

ELECTRIC-
LIGHT
SHADES!!!
DAINTY
AND
ELEGANT.

Prices from 50 cts. to \$27.50 each.

A Splendid Variety of
CROCKERY,
comprising
TOILET SETS,
DINNER SERVICES
JUGS,
CUPS & SAUCERS
&c., &c.

and
A Selection of
DAINTY GLASS
FLOWER
VASES.
&c., &c., &c.

Wm. POWELL, Ltd.
HONGKONG.

Hongkong, 8th May, 1905.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions from D. H. SLAS, Esq., to sell by PUBLIC AUCTION,

ON
FRIDAY,
the 19th May, 1905, commencing at 2 P.M., at his residence, "The Den," Castle Steps,
THE WHOLE OF HIS
VALUABLE
HOUSEHOLD FURNITURE,
Comprising—

HATSTAN with BEVELLED MIRROR, HALL and HOLZ DRAWING ROOM SUITE, CHIFFONIER with MIRROR, CONSOLE TABLE with BEVELLED MIRROR, CARD TABLES, OCCASIONAL TABLES, ENGRAVINGS, MARBLE MANTEL CLOCKS, VASES and ORNAMENTS, &c., &c.;
MAHOGANY EXTENSION DINING TABLE, MARBLE-TOP SIDEBOARD with BEVELLED MIRROR, DINNER WAGONS with MIRROR, LEATHER COVERED ARMCHAIRS and DINING CHAIRS, ICE CHEST and PUNKAH, &c.;
BRASS MOUNTED BEDSTEADS, WARDROBES with BEVELLED MIRROR, BURRAU with MIRROR, TOILET TABLES, MARBLE-TOP WASHSTANDS, TOILET SETS, &c., &c.;
BATHROOM, PANTRY and KITCHEN REQUISITES;

ALSO
A Quantity of FINELY CARVED CANTON BLACKWOOD WARE;
COTTAGE PIANO, by COLLARD and COLLARD;
A Quantity of GAS FITTINGS, &c.;
AND
A Large Quantity of PLANTS in Pots.

TERMS—As Customary.
On view from Tuesday, the 16th May, 1905.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, 12th May, 1905. [558]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,
ON
SATURDAY,
the 20th May, 1905, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

SUNDRY
VALUABLE HOUSEHOLD
FURNITURE,
Comprising—

PLUSH-COVERED DRAWING ROOM SUITE, MOROCCO-COVERED DINING ROOM SUITE, CANTON CARVED BLACKWOOD WARE, DOUBLE BRASS BEDSTEADS with WIRE MATTRESSES, CARPETS, TEAKWOOD SIDEBOARD with BEVELLED GLASS, GLASS and CROCKERY WARE, TEAKWOOD DRESSING TABLES with BEVELLED GLASS, MARBLE-TOP WASHSTANDS, &c., &c., &c.
Catalogues will be issued.

TERMS—As usual.
HUGHES & HOUGH,
Auctioneers.

Hongkong, 12th May, 1905. [559]

IN THE SUPREME COURT OF
HONGKONG.

ORIGIN IN JURISDICTION.
ACTION No. 95 of 1905.

TO BE SOLD BY PUBLIC AUCTION
BY Order of the Supreme Court of Hongkong.

VALUABLE LEASEHOLD
PROPERTY,
situate at Victoria in the Colony of Hongkong,

on
THURSDAY,
the 25th day of May, 1905, at 1 o'clock P.M., at Messrs. HUGHES & HOUGH'S SALES ROOMS, Des Voeux Road Central.

All the right of EQUITY of REDEMPTION of and in all those portions of Marine Lot No. 225, which are registered in the Land Office, Subsections Nos. 3, 4, 5 and 6 of Section D of Marine Lot No. 225, and which said Pieces or Portions of Ground contain by admeasurement in the whole 5742 square feet and are more particularly delineated on the Plan thereof annexed to an Indenture of Assignment dated the 31st December, 1888, and registered in the Land Office by Memorial No. 16,678 with the dwelling houses known as Nos. 3, 5, 7 and 9, Tung Loi Lane, and Nos. 10, 12, 14, and 16, New Market Street, Victoria, aforesaid and are held from the Crown for the Residue of a term of Nine hundred and Ninety-nine years granted by a Crown Lease dated the 14th day of December, 1878. Annual proportion of Crown Rent \$100.31.

For further particulars and conditions of sale, apply to—
Messrs. JOHNSON, STOKES & MASTER,
Solicitors for the Plaintiffs in the above action, who have the conduct of the said Sale,

or to
Messrs. EWENS & HARSTON,
Solicitors for the Defendant LI TSUNG YAK, otherwise known as LI PO LUM, the Defendant in the said Action,

or to
Messrs. HUGHES & HOUGH,
Government Auctioneers.

Dated the 13th day of May, 1905. [561]

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Underclothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPERS, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 17th April, 1905.

THE HORRORS OF MODERN DRESS.

AN AMUSING CHAT WITH
MR. BERNARD SHAW.

A talk with Mr. Bernard Shaw on Dress is chronicled by Maud Chanton Braby in a recent issue of The World of Dress. "Anything less like one's preconceived notions of Mr. Shaw's dwelling-place than the quaint and exquisite room into which I was shown," says the writer, "it would be difficult to describe. The walls and ceiling were covered alike with a charming Morris paper. Rich, restful, business—soft severity—struck the keynote; the rest was vivid colouring, old china in quiet cupboards, wondrous metal plates and vessels arranged on the most covetable dresser I have ever seen, and a few pieces of very fine old carved oak."

"What in the world do I know about dress?" he began.

"Oh there are lots of things you can tell me. For instance, as a start, do your vegetarian principles allow you to wear kid gloves, fur collars, etc.?"

"I have no principles in that sense. I wear gloves because my hands get dirty in the streets. I never wear fur."

He threw a glance of horror at my cherished sable stole.

"How can you put such a thing round your neck? Doesn't the smell of it annoy you?"

Considering it was beautifully perfumed with my latest sachet from Paris I thought this hard, but promptly removed the offending object, to Mr. Shaw's great amusement.

In answer to a question about men's dress: "I like to feel clean," he said, "and my great idea of clothes is that they should be clean and comfortable, as far as a thing is possible in London. This, of course, excludes starch. I couldn't wear a thing, which after having been made clean and sweet, is then filled with nasty white mud, ironed into a hard plate, and made altogether disgusting. To put such a garment on my person, wear it, move in it, perspire in it—horrible! Senseless, moreover; the laundress carefully makes it clean, and then fills it with dirt and hardens the dirt in with an iron. The average man likes it because he doesn't know what cleanliness is—he hasn't the sense of it in his skin. He has only a sense of respectability in his silly head."

"Costume is a bigger question than people think," he continued, becoming interested in his subject, as he walked rapidly to and fro.

"In our sordid civilization, people lose all natural delight in colour. They actually come to hate it, or else to conceal their longing for it as if it were something shameful. 'Something quiet' is the demand of the commonplace respectable English-woman. Colour is a moral question with her, she never talks of red, yellow, or green, but of gay colours, lady-like colours—meaning as little colour as possible. She becomes an adept in dressing respectably, and a perfect nincompoop at dressing prettily. You will observe that with this craven dread of colour there goes a curious shyness of drapery too. Anything soft is considered voluptuous and improper. Stiff cylinders of white and black are the ideal raiment. The Germans call a tall hat a cylinder hat. Yes, I have worn one in my time; I was once too poor to wear anything else. The shiny white tubes on the wrist, the shiny white front to the shirt, the shiny black boot, the rain-pipe trouser leg, the japanned zinc sleeve—that is your fashionably dressed man, looking like a gold black-leaded stove with asbestos fuel. The great tragedy of the average man's life is that Nature refuses to conform to the cylindrical ideal, and when the marks of his knees and elbows begin to appear in his cylinders he is filled with shame. As soon as we get through the villainous phase of commercial civilization, which has made the nineteenth century such a horrible page in human history, we shall get back to the joy and colour of life, and loose, graceful garments and noble colours will follow as matter of course."

"But now, Mr. Shaw, you must know whether you approve or disapprove, admire or loathe the present fashion?"

"How can I, when it changes every week?"

"Well, as a whole, generally speaking," I persisted.

"Well, generally speaking, the only thing I have to say about women's clothes is that it's astonishing how women put up with them. Any animal with legs, if fettered with a petticoat, let alone several, would eventually go mad, I should have supposed."

(Continued on page 7.)

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 10/16
Do. demand 11/00
Do. 4 months' sight 11/00
France—Bank T.T. 2/36
America—Bank T.T. 4/52
Germany—Bank T.T. 1/02
India T.T. 1/14
Do. demand 1/14
Shanghai—Bank T.T. 7/11
Japan—Bank T.T. 9/24
Java—Bank T.T. 1/13

Buying.

4 months' sight L/C. 1/10 1/2
6 months' sight L/C. 1/11 1/2
30 days' sight San Francisco & New York 4/6
4 months' sight 4/6
30 days' sight Sydney and Melbourne 1/11 1/2
4 months' sight France 2/40 1/2
6 months' sight 2/40 1/2
4 months' sight Germany 1/07
Bar Silver 26 9/10
Bank of England rate 24 1/2

OPUM QUOTATIONS.

To-day's quotations are as follows:—

Malwa New 1/10
" Old 1/10
" Older 1/10 1/2
" Oldest 1/10 1/2

Patna New 1/11 1/2
Benares New 1/10 1/2
Patna Old 1/10 1/2

Intimations.

KOWLOON BOWLING GREEN CLUB.

A PROMENADE CONCERT will be held at 4th Green, Austin Road, Kowloon, on SATURDAY, 20th instant, commencing at 8.15 P.M. prompt.

Tickets 50 Cents each, can be had from Members of Club.

Hongkong, 15th May, 1905. [562]

MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, 10, Ice House Road.

I am now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICE in the Colony or in any part of the Far East.

GROUPS AND VIEWS
a specialty.

Hongkong, 22nd April, 1905. [56]

THE NEW FRENCH REMEDY

TRADE THERAPION MARK

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Kossin, Robert, Yelpeau and others, cures all the diseases of the skin, and is a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 is a remedy, which cures all the diseases of the skin, and is a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 2 is a remedy, which cures all the diseases of the skin, and is a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 3 is a remedy, which cures all the diseases of the skin, and is a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 4 is a remedy, which cures all the diseases of the skin, and is a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 5 is a remedy, which cures all the diseases of the skin, and is a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 6 is a remedy, which cures all the diseases of the skin, and is a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 7 is a remedy, which cures all the diseases of the skin, and is a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 8 is a remedy, which cures all the diseases of the skin, and is a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 9 is a remedy, which cures all the diseases of the skin, and is a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 10 is a remedy, which cures all the diseases of the skin, and is a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 11 is a remedy, which cures all the diseases of the skin, and is a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 12 is a remedy, which cures all the diseases of the skin, and is a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 13 is a remedy, which cures all the diseases of the skin, and is a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 14 is a remedy, which cures all the diseases of the skin, and is a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 15 is a remedy, which cures all the diseases of the skin, and is a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 16 is a remedy, which cures all the diseases of the skin, and is a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 17 is a remedy, which cures all the diseases of the skin, and is a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 18 is a remedy, which cures all the diseases of the skin, and is a medicine of the kind, and surpasses everything hitherto employed.

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THERAPION No. 31 is a remedy, which cures all the diseases of the skin, and is a medicine of the kind, and surpasses everything hitherto employed.

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THERAPION No. 34 is a remedy, which cures all the diseases of the skin, and is a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 35 is a remedy, which cures all the diseases of the skin, and is a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 36 is a remedy, which cures all the diseases of the skin, and is a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 37 is a remedy, which cures all the diseases of the skin, and is a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 38 is a remedy, which cures all the diseases of the skin, and is a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 39 is a remedy, which cures all the diseases of the skin, and is a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 40 is a remedy, which cures all the diseases of the skin, and is a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 41 is a remedy, which cures all the diseases of the skin, and is a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 42 is a remedy, which cures all the diseases of the skin, and is a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 43 is a remedy, which cures all the diseases of the skin, and is a medicine of the kind, and surpasses everything hitherto employed.

Intimations.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

A BRANCH REGISTER OF MEMBERS of the Company on the EASTERN REGISTER has this day been established under The Companies (Colonial) Regulations Act 1883 and will be kept at the Office of the Undersigned who are duly authorised to exercise all the powers of the Directors of the Company in relation to transfer of Shares entered in such branch register.

Dated this First day of May, 1905.

[54] BRADLEY & Co.

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER.

41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in All Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 16th September, 1904. [59]

Notice of Firm.

NOTICE.

WE have this day WITHDRAWN our POWER OF ATTORNEY in favour of Mr. ERNEST J. MOSS, the late Manager of our Poochow Branch, who is no longer in the employ of our Firm.

DODWELL & CO., LIMITED.

Hongkong, 8th May, 1905. [552]

Consignees.

S.S. "POLYNESIEN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex s.s. *Bosphore*, and from Havre, ex s.s. *Dordogne*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon, TO-PAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 23rd May, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 23rd May, or they will not be recognised.

All damaged packages will be examined on TUESDAY, the 23rd May, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 16th May, 1905. [7]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer.

"PALERMO."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-PAY.

Goods not cleared by the 20th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS,
Acting Superintendent.

Hongkong, 15th May, 1905. [5]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"GREGORY APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignee's risk and expense.

Cargo remaining on board after 4 P.M. of the 16th instant, will be landed at Consignee's risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignee's risk and expense.</

Intimations.



A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D.
1841.WINE AND SPIRIT
MERCHANTS.

ALEXANDRA BUILDINGS.

WATSON'S
CELEBRATED

E

BLEND

A WHISKY
OF
GREAT AGE
MATURE,
MELLOW
AND
FINE FLAVOUR.A Blend of the Finest Pure Malt
Whiskies Distilled in Scotland.

ALEXANDRA BUILDINGS.

A. S. WATSON & Co.,
LIMITED.

Hongkong, 1st April, 1905.

WINE

AND

SPIRIT MERCHANTS,

HONGKONG,

34, QUEEN'S ROAD CENTRAL,

FIRST FLOOR,

(WM. POWELL & Co's old premises)

BRANDIES.

A selection from their Price List:

	per case quarts.
Spider brand	\$ 19.00
Fine pale	20.50
M. B. & R.'s three Stars	35.00
" 1848	120.00
60 years old Grand Fine Champagne	126.00

N.B.—All our Wines and Spirits are bottled at home, thereby ensuring to our Customers all the advantages accruing from bottling done at home under the direct supervision of the Growers and Distillers as compared to bottling done in China by Chinamen at the service of European Firms.

Hongkong, 5th December, 1904.

NOTICE
All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, The Hong Kong Road, and should be accompanied by the Writer's Name and Address. Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MSs, nor to return any Contributions.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$15 per annum.
The rates per quarter and per month, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.50 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MAY 17, 1905.

THE CHINESE EXCLUSION TREATY.

From the telegrams which were published the other day from our Shanghai correspondent, it is clear that the merchant guilds of China are resorting to vigorous measures in retaliation for the attitude of the United States in proposing to exclude all Chinese from that country. It has been sufficiently difficult in the past, and under existing conditions, for Chinese to secure admission to the vaunted "God's country," but the proposed Chinese Exclusion Treaty, which has been drafted at Washington, is even more drastic in its terms than the present one. By the Act which is now in operation it is possible for Chinese who are not paupers, who are not likely to become a burden on the rates, and who fulfil certain requirements, to pass the officials of the Immigration Department. Now, however, it would appear that the United States Government, pandering to a popular cry which has been fostered and raised by the paid agitators of the States, have framed a Treaty which excludes not merely Chinese of the labouring classes from that country, but also Chinese no matter what rank or standing they may hold. At present, a considerable number of Chinese scholars are annually sent to the United States with the object of completing their studies; but apparently the new Treaty, if signed by China, the second party to the agreement, would even operate against such a legitimate desire as the wish to obtain a modern education. Besides, a considerable number of Chinese travellers to Europe have been accustomed to take the shorter route across America, passing over United States railway lines; but so far as can be seen, even that form of innocent pleasure will be denied them in future. It is claimed by the press of the Western States that the Canadian Government have been disgracefully lax in dealing with Chinese immigrants; and it is also charged that the Canadian Pacific Railway Company have actually set out to make a profit by importing Chinese coolies into Canada and afterwards helping them to outwit the frontier guards, and enter the United States by some back-door arrangement. There may be a modicum of truth in the allegation, but those who have lived in the East are well aware that the Chinese coolie is quite capable of effecting a surreptitious entrance to the United States from Canada without the help of any outsider. This question has touched Chinese sentiment much more acutely than any other for some time past. The suggestion of such a Treaty is a decided blow to the prestige and honour of Chinese mercantile firms, and if agreed to by the Waiwupu would set up an effectual barrier to the Chinese who had business in America. Last week, we are told, there was a large gathering of influential and prominent Chinese merchants and members of the gentry, at the Chinese Chamber of Commerce in Shanghai, to discuss the question, and apparently there was some straight talking on the subject. The Chinese Ambassador at Washington had refused to sign the Treaty, and now the United States Government thought to override his views, by getting the Treaty signed in Peking, where, it might be hoped, there would not be the same intimate knowledge of the results which would accrue from the Treaty's operations. The Chinese merchants, however, alive to their own interests and fighting the battle of the Treaty and failing success in dissuading the Foreign Office from signing the document, they have determined to adopt the only means remaining in their power to vent their hostility. They propose to retaliate by boycotting "everything and everyone American" (as our correspondent put it). What that means to the United States is beyond estimate. The United States has been feverishly working to gain a trade connection with China, and innumerable reports on the openings in China for American goods have been scattered broadcast over the land. Some of the cleverest commercial attacks in the American diplomatic service have been deputed to exercise their abilities in the Middle Kingdom, and now that the connec-

tion has been established and future successes loom ahead this sudden boycott has been sprung upon them. It will be allowed that just as the United States Government will fail to restrict all immigration of Chinese to the States so the Chinese will fail to exclude all things American from China. But the loss will be greater to America than the effect of the Exclusion Act on the Chinese. Of course, a popular and representative Government has occasionally to pander to the whims and fancies of all sorts of people, but it might have been thought that the Republicans, with Roosevelt at the head of affairs, would have found themselves sufficiently strong to resist the vapourings of street-corner demagogues. The Treaty at present in force has worked as well as most treaties do which aim at restricting human desires, and it might have been allowed to remain. However, the Washington officials thought otherwise, with the result that they have stirred up a hornet's nest about their ears, and brought a rupture of commercial relations with a vast and populous country within the range of possibility. The Shanghai merchants are quite capable of carrying their threats into force, and if all the merchant guilds of the Empire join hands there will be an immensely powerful instrument at the command of the Chinese opposition. American financiers, railroad men, and commercial houses will find themselves in a *cul de sac* when it comes to the inevitable "deal." But that is proceeding on the assumption that the Waiwupu will sign the Treaty. The probability is that, taking heed of the enormous weight of Chinese opinion, the Waiwupu will reject the Treaty as it stands, and refuse to have anything more to do with it until the objectionable clauses have been expunged, and a fair measure of justice to the Chinese race granted. Then the United States will be in a quandary, and it will be interesting to see how they succeed in retiring from an untenable position without losing face.

LOCAL AND GENERAL.

LIEUT. F. C. Chandler, Inspector of Army Schools, left on the 16th inst. per s.s. *Kumming* for Singapore on inspection duty.

TWO cases are given in the plague return for today, from Peel Street and Queen's Road East, respectively. Both terminated fatally.

A FINANCIAL contemporary facetiously observes that it is understood one of the securities pledged for the new Japanese loan will be the Russian gold reserve.

A WEALTHY Chinese resident of Kobe, W. Senchong by name, offered on the 23rd ult., through Governor Hattori, to contribute Yen 50,000 toward the War Funds of the Japanese Government.

MR. J. Maclean, the present Agent at Kobe of the Hongkong and Shanghai Bank, is about to return home on leave, and will be succeeded by Mr. MacLennan from Nagasaki. Mr. MacLennan is succeeded by Mr. H. W. Fraser from Hongkong.

THE American lawyers have been disputing, as to whether Mrs. Maybrick is "pardoned." Of course she is not. She is a convict at large on certain conditions, and any breach of those conditions would render her liable to have her licence cancelled.

LAST night, on account of certain information, Sergeant Watt, of West Point Police station, raided No. 40 Ko Shing street, and surprised a party of 19 Chinamen in the midst of a very interesting little game of *fishen*. The men were all arrested and taken to the lock-up, and looked a sorry lot when placed before Mr. F. A. Hazeland, at the Magistracy this morning; but they were sorrier still when His Worship said the first three men would pay a fine of \$100 each for keeping and running a common gambling house, and the others \$3 each for gambling therein.

THE *Times of India* says: "Everybody knows the way the gentle Babu drops his definite article, and some good stories have been told of the *four pas* he has made in consequence. When H.M.S. *Glory* was visiting the Straits a man called upon a certain Government officer and demanded audience of the Tuan, Bpsar. He was not in. A similar inquiry as to the presence of the secretary received the same answer, 'the chief clerk, the sub-chief clerk, the sub-under-secretary, and the rest of them were all 'tada.' 'Where on earth have they all gone to?' cried the visitor. 'Gone to *Glory*, sir,' was the startling reply.

A CURIOUS, and, unfortunately, fatal accident occurred in Des Voeux Road, West, on the 16th inst., whereby a young Chinese boy lost his life. It appears that at the moment when tram Nos. 23 and 15 were about meeting, the former going West and the latter going East, a man attempted to cross the lines from south to north, just as the boy made a similar attempt to cross from north to south. What exactly happened at this juncture could not be ascertained with any exactness from any of the bystanders, but from the account of the motor-car of No. 23 the man and boy came in collision, the boy being thrown down on the line, so close to the car that it could not be stopped, and the net catcher in front, failing to act, passed over the boy, being thus left on the rails was run over, and so badly crushed that he had to be removed to the Government Civil Hospital, where he subsequently succumbed to his injuries. The man in question disappeared in the crowd.

THE BALTIC FLEETS.

Captain Raher, in command of the s.s. *Wong-Asi* which arrived from Bangkok today, having left that port on the 8th inst., with a cargo of rice for this port, reports that, at six o'clock on the morning of the 14th inst., he sighted the Russian Fleet coming out of Hongkong Bay. There were about 52 ships in all, with ten colliers and ten torpedo boats, and two hospital ships. They were steaming northwards, dipping flags.

THE JAPANESE FLEET.

Captain F. Brown, of the British steamer *Crusader*, which arrived today from Mororan, which port she left on the 7th inst., with a cargo of coal for Hongkong, reports that on the 10th inst., when off Shimoda, he was stopped by a Japanese cruiser, when an officer boarded the *Crusader* and overhauled her papers, and then returned to the cruiser, when, after one hour's detention, the signal was run up to proceed, and the *Crusader* went on and arrived in this port without any further incident.

THE IMPENDING FLEET ACTION.

We have suffered many things at the hands of the Russian navy during this war, writes *The Times* military correspondent; nevertheless the news that Admiral Roshjevsky and the Baltic Fleet, scoring "evolution and concealment," have stood on down the Straits of Malacca, have passed Singapore, and have sailed proudly into the China seas will send a thrill of admiration through all Englishmen who read of it, and will enable us to forgive many things and admit that the Russian seamen appear ready to meet with courage all that the fortune of war may send them.

It has not been advisable hitherto to say anything about the Japanese preparations in Malay Archipelago, but it is believed that they have been very thorough, and have aimed at the complete observation and control of all the channels by which it was possible for Russian ships to approach the China Seas to the north of Australia. The adoption of the bold course by the Russians has, indeed, apparently rendered all these precautions unnecessary but possibly the very excellence of the watch may have led to the Russian choice of routes. In any case, three important points have been gained by Japan—the Russians have been observed and reported without delay, and are probably now under close observation; secondly, Russian scouting by Russian cruisers has been rendered impracticable; and the despatch of colliers in advance of the fleet has been altogether stopped. The armada has been forced to hold together, and the strategic task of the Japanese has been made easier. But will Admiral Togo accept the Russian invitation and come south. It is at least as likely that he will wait till the enemy is compelled to proceed further to the north, burdened with a part of his convoy and subject to the constant attentions of the Japanese scouting division and destroyers, which may wear away part of the Russian force before the battle.

In an earlier letter the same correspondent wrote: "There seems to be an impression at St. Petersburg that a successful naval action with Admiral Togo will at once bring the whole military edifice of the Japanese to the ground with a crash, and that the Russian army will then have nothing to do but pick up the pieces. Such an idea seems sanguine. Even if victory is obtained the chances are that what will be left of the Russian navy afterwards will not be worth much; that the remnant will have no port for repair save Vladivostok; and that the superiority of the Japanese in light craft of all kinds will make it dangerous for the Russian remnant to keep at sea and more than dangerous to endeavour to control the narrow waters. Considering the numerous points of departure for ships from Japan and the number of ports of landing in Korea and Liautung, unchallenged domination of the sea area of a character to prevent absolutely the supply to the Japanese armies with things they cannot draw from China does not seem within the right of a victorious Russian remnant to anticipate. But a different view is entertained in Russia, and it is apparently believed that the command of the sea is something that can be obtained at a blow, like Medusa's head, and that this prize can then be inserted into the shield of Perseus to astonish and benumb all who look upon it. When Perseus finds Medusa asleep she is easily decapitated, but it is difficult to ensure that this will often be the case. Certainly a naval defeat would be a very serious matter indeed for Japan, but it is doubtful whether it would have all the consequences that are anticipated.

A similar view is given by a military correspondent in the *Westminster*. "Roshjevsky," he says, "may indeed defeat Togo, but by the time he has done so his fleet will have sustained such heavy damage that the residue remaining afloat will be in no way capable of conducting an effectual blockade. Lack of foresight is not a failing of the Japanese, and we may fairly assume that supplies and munitions of war sufficient to last the Manchurian armies for many months are already on the spot. The railway from Fusan to Seoul is now in working order, and do what the Russians may, it will be strange, if by mines and torpedo boats, the Japanese should prove unable to keep open the traffic across the Korean Strait between Shimoda and Fusan." He suggests also, as a bold speculation, that if a Japanese army should meet with success in an attack upon Vladivostok sufficient to enable siege guns to command the harbour, the possibilities of Roshjevsky's fleet, in the event of its arrival, would be completely discounted. Without a port at its disposal for use as a base of operations as well as for the needful repair, the Baltic Fleet could drive only short-lived advantages from having beaten or eluded the Japanese navy. I am fully prepared to hear that Vladivostok has already been invested, and that Roshjevsky, if he wins an action at sea, may subsequently find himself compelled to try conclusions with shore batteries if he would enter Vladivostok—where, by the way, there is no any case room for only a comparatively small proportion of his huge armada, and very inadequate dock accommodation for crippled ships.

THE "SULLY"

COFFERDAM IN POSITION.

We learn that news has been received in town to the effect that the cofferdam has been successfully sunk and placed in the required position beneath the bows of the stranded *Sully*, and that the high tides of the 21st inst. are now anxiously awaited, for the supreme effort of raising the cruiser. Meantime all preparations are being carried out to be in readiness to take charge of her as soon as she is got off as it is confidently expected she will be, and for towing her up here to dock.

ATTEMPTED SUICIDE.

INSANITY THE C-USE.

On Monday last a Chinaman, named Chan Kum, living at Wanchai, having decided that he was tired of his life, and preferring to join his venerable ancestors, jumped into the sea, with that object in view. His purpose was, however, frustrated, a Chinese constable, who was on the alert, going to the scene and succeeding in dragging the man out of his self-sought watery grave. The would-be suicide was charged before Mr. F. A. Hazeland this morning, but on his brother appearing, and undertaking to take charge of the man, who appeared to be insane, and send him to his home in Canton, by the first boat, he was discharged.

THE NATIONAL BANK OF CHINA, LTD.

APPEAL CASE IN HONGKONG.

The Chief Justice, Sir Henry S. Berkeley, and His Honour Mr. Sercombe Smith, sitting in appellate jurisdiction, heard an appeal from a judgment by the Chief Justice on an application for leave to amend the statement of claim in the action raised by the National Bank of China, Ltd., against Messrs. P. Lemaire & Co. The Hon. Mr. E. H. Sharp, K.C., (instructed by Messrs. Deacon, Looker and Deacon) appeared for the National Bank of China; Mr. H. N. Ferrers (instructed by Messrs. Rutton, Hett and Goldring) appeared for the defendants, who were now appealing.

The action arose against Messrs. P. Lemaire and Co. as acceptors of a bill of exchange arising out of certain transactions in connection with the firm of Messrs. Edward Piry & Co. It appears that in December, 1903, Edward Piry & Co. then in liquidation, owed the National Bank of China, Ltd., a large sum of money, something in excess of \$10,000. The Bank was at that time pressing a Mr. J. S. Plant, the liquidator, for payment, and on the 18th of the month (the Plant) gave to the bank a bill of exchange for \$10,000 drawn on the defendants to order of the company in liquidation, payable in three months. The bill of exchange was duly endorsed by Plant to the bank and was accepted to the defendants and the bank became holders in due course. It fell due on the 21st March, 1904, but was not paid. Plant informing the bank that the defendants wanted an extension of time till the end of the following May. To this Mr. Playfair, the manager, agreed conditional upon defendants admitting their indebtedness to the bank and giving them a promissory note as proof of such admission and by way of further security. On the 17th June the promissory note fell due and this also is unpaid. The bank therefore held the bill of exchange and the promissory note. The Chief Justice granted an application to add the appellants as acceptors of the bill of exchange in the statement of claim; and against that amendment the defendants now appealed.

Mr. Ferrers remarked that he believed it was not very often that the Court of Appeal had to deal with such appeals as the present one, but it might occur that in a matter of this kind, the issue of the whole case might be involved by the question of the amendment, so that it was necessary to take every opportunity to put their views before the Court of Appeal to see whether they were entitled to have this amendment struck out or not. Counsel proceeded to give the details of the action.

The Chief Justice observed that the plaintiffs sued on a promissory note which had been given by the defendants to further secure an amount due by them to the Bank on a bill of exchange, which was given in December, 1903, and fell due in March, 1904. Not having paid when it came due, the defendants gave the plaintiffs a promissory note for the exact amount. When that note became due in its turn it was dishonoured. The plaintiffs then sued on the promissory note which was given for the same indebtedness as the original bill of exchange. It was all one and the same matter. When sued on the promissory note, the defendants took the technical objection that the plaintiff could not sue because the loan after it was given was altered and not re-stamped after alteration; and objection was also taken that there was no consideration for the note. On the pleadings, the consideration for the note was the bill that ought to have been paid and was not paid. The plaintiffs said they wanted to amend the statement of claim and to claim on the bill of exchange—to do now what they might have done originally. There was no obligation to sue the defendants on the promissory note; they could sue on the bill of exchange. Therefore he (the Chief Justice) gave them leave to sue on the alternative. The only ground on which the Court ought not to grant an amendment was where the amendment would raise a new claim to the prejudice of the other side.

Mr. Ferrers argued that the plaintiffs ought to pursue the action as originally drawn up, after legal advice had been taken. The Court, after hearing authorities cited, dismissed the appeal without calling on Mr. Sharp to reply.

NAVAL NOTES.

As a result of the inquiries into the alleged defective lighting of the big guns of the *Canterbury* on the China Station and other ships in various fleets, it is said that the Admiralty is contemplating the re-lighting of nearly all the big guns at home and abroad. To do this would add another million sterling to the naval estimates.

THE STRANDED "BURYORD."

The transport *Thomas* left yesterday, says the *Callington* of 14th inst., about noon for Malabang, Mindanao, to assist in the removal of the *Buryford* from the rock on which she struck on the 11th, opposite that town. Whether she will reach in time to lend assistance is not yet known as the *Buryford* may be floated with the assistance of the steam-launches and other craft in that vicinity. The accident is expected to delay the sailing of the *Thomas* for home at least four or five days, if not more.

GERMANS IN NANKING.

A Nanking letter to the *Shanghai* states that in spite of former repeated refusals on the part of the high provincial officials in that city, Viceroy Chou Fu has at last given way to the repeated requests of the German naval authorities and given them a vacant plot of ground, inside the Yifeng-gate of Nanking and at the foot of Lion hill, to serve the Germans as a parade and drill ground for their blue-jackets while in Nanking. As a natural result the plot of ground, which hitherto had been a sort of public pleasure ground for the citizens of Nanking, has been fenced around by the Germans, who refuse permission to Chinese entering what may be called their own property.—*N. C. D. News.*

THE TSAR'S FIAT.

"The Tsar," remarks Dagonet in the *Referee*, "is determined to 'fight to a finish.' But the Tsar is not fighting. He is only looking on. How long the Fight will last before the Finish comes depends upon the men in the ring, not upon the spectators who sit outside the ropes, or even the backers who have found the money. And so we may take it that in spite of the pronouncement credited to the Little Father, Peace is in sight—the Peace that comes when one of the combatants is beaten to a standstill and the other continues to hit often and hit hard. The Tsar's expressed determination is the most hopeful sign of the imminence of the ascent of the sponge that we have yet seen. It is a hint to the would-be peace-makers to redouble their efforts. At the same time, it is intended to assist the attempt to reduce the extent of the Japanese demands. If the Tsar had said that he was willing to entertain proposals for a cessation of hostilities he would have been making the bargain harder. 'We shall fight to the bitter end' is a bit of bluff. But the bluff has been well thought out, and its object is to enable Russia to keep as much dignity and part with as little property as possible."

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory. On the 17th at 11.55 a.m. The barometer has risen moderately in N. China, fallen slightly in S. China.

A depression appears to be moving Eastwards over Manchuria. Gradients continue slight over S. China, and light variable winds will probably prevail in the Formosa Channel, and light SE. winds over the N. part of the China Sea.

Forecast:—Variable winds, light; fair.

MR. T. Fisher Unwin is bringing out in his Colonial Library *A Modern Utopia*, the latest book by Mr. H. G. Wells, the most interesting and stimulating of modern prophets. *A Modern Utopia* completes the task Mr. Wells commenced with *Anticipations* and carried on through *Mankind in the Making*. The method here adopted is different from that of the two former members of the series. Mr. Wells, evidently with a view of making a wider appeal, has adopted something of the dramatic form in combination with that of the essayist. The work is crowded with thought and suggestion; with all those characteristics of candour and sincerity which have made Mr. Wells the author, perhaps, at the present time, most worth reading of modern English writers engaged in the function of prophecy. It is a work which some may find exasperating, but which even its opponents should study in serious fashion—at once eloquent, provocative, and stimulating.—*Daily News.*

SHIPPING AND MAELS.

MAELS DUE.

Canadian (*Albatross*) 18th inst.
English (*Bengal*) 18th inst., 6 a.m.
Indian (*Lafayette*) 22nd inst.
American (*Manchuria*) 23rd inst.
Canadian (*Empress of China*) 23rd inst.
German (*Zieten*) 24th inst.
German (*Willehad*) 5th prox.

The s.s. *Albat* left Shanghai on 16th inst. a.m., and is due here on Friday afternoon.

The Glen Line s.s. *Glenista*, from London &c., left Singapore yesterday, and is due here on 22nd inst.

The Buckland Line s.s. *Manica* from London and ports, left Singapore yesterday, and is due here on 22nd inst.

The I. C. S. N. Co.'s s.s. *Lalrang* from Calcutta and the Straits left Singapore for this port at 1 p.m. yesterday.

The O. S. S. Co. & C. M. S. N. Co.'s s.s. *Fretor* left Singapore yesterday at 5 p.m., and may be expected here on 20th inst.

The C. N. Co.'s s.s. *Changsha* from Australia, ports, leaves Manila to-morrow a.m., and is due here on Saturday evening or Sunday a.m.

The P. M. S. Co.'s s.s. *Manchuria*, with mails &c., left Kobe for this port via Nagasaki and Shanghai, on 16th inst., at daylight, and is due here on 23rd inst.

The P. M. S. Co.'s s.s. *Siberia* with mails &c., which left hence on 18th ult., for San Francisco via Shanghai, Nagasaki, Kobe, Island Sea, Yokohama, and Honolulu, arrived at her destination on 14th inst.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

Opium for China.

[From Our Own Correspondent.]

BOMBAY, 17th May.

The P. & O. Co.'s mail steamer left Bombay yesterday afternoon with about 367 chests of Malwa opium. Prices are as follows:—

Malwa (Now) .. Rs. 1,500
.. (Old) .. " 1,720
.. (Older) .. " 1,850
.. (Oldest) .. " 2,000

[Reuter's.]

France and Japan.

LONDON, 15th May.

Prince Arisugawa has arrived in Paris.

Disorders in Russia.

Slight disorders occurred in the Vassilyostroff and Schlusseeburg quarters in the afternoon and evening of May Day, through some officers ordering the holiday-makers to disperse; the officers were jeered at and hustled towards an artificial lake, where they stood knee deep, threatening the crowd with their revolvers, until Cossacks arrived and dispersed the crowd.

Motor Boat Race.

Later.

Out of seven motor boats which started on a race from Algiers to Toulon, six were lost; all the crews were saved.

China and the Tibet Convention.

Negotiations for the adhesion of China to the Tibet Convention are proceeding; they are being conducted by the Indian Government on behalf of the Imperial Government.

SHIPPING JETSAM.

The *Denshu-maru*, while on a trip from Nagasaki to Osaka, struck on a sunken rock off Nakamiaki, in Hiroshima-ken on the 25th ult.

The *Ozoro Kisen Kaisha* has made arrangements to refloat the *Nagato-maru*, 3,800 tons gross, one of its fleet, and which lies stranded in the neighbourhood of the Quelpart Island, Korea.

The Italian steamer *Sora*, which arrived at Nagasaki on 27th ult., from Genoa, would probably be purchased by the Mitsui Bishi Co. for use as a salvage steamer, says the *Nagasaki Press*.

The British steamer *Saba*, from Rangoon for Yokohama, which was reported to have been captured by the Baltic squadron, arrived safely at Yokohama on the 3rd inst., with 72,000 bags of rice.

The British steamer *Rela* has been sold to Mr. Nakamura of Osaka, and renamed the *Mitake-maru*. The management of the vessel was transferred to the purchaser at Osaka on the 25th ult.

Two steamers belonging to the Amagasaki Steamship Company of Osaka, the *No. 2 Kishimaru* (67 tons) and the *No. 3 Kishimaru* (123 tons), are reported to have collided with each other off Misumi. One of the steamers foundered almost immediately and many lives were lost.

The Oriental and Occidental Steamship *Doric* arrived in port this morning. Captain Smith reports that the *Doric*, while steaming through the Pescadore channel, north of the island of Formosa, was hailed by a small Japanese vessel and instructed as to the course she should follow in order to avoid submarine mines.

BILLIARD TOURNAMENT.

RESULT OF FIRST ROUND.

The following is the result of the first round in the Occidental Hotel billiard hand-cap now proceeding:—

F. Morris	250	A. M. Rosa	131
A. Farrell	250	A. Ellis	118
E. R. Heron	250	M. J. E. E.	189
H. Blackledge	250	G. H. May	186
G. M. Hyndman	250	C. L. P. Remedios	130
W. Pitt	250	J. A. Carvalho	123
W. W. Pelling	250	J. R. Capel	246
K. E. Pollock	250	E. A. Fowler	228
R. Lapsley	250	J. P. Robinson	187
J. Parkes	250	A. Hamilton	191
C. Cross (scratched) ..	250	Russell	205
R. V. Rutter	250	P. Rosa	205
R. V. Rutter	250	H. G. Stevens	184
W. Logan	250	J. C. Lloyd	204
J. Lovett	250	W. M. Deas	248
W. Edwards	250	A. A. Rosa	207

The draw for the second round is as follows:—

G. M. Hyndman	v.	R. V. Rutter
E. R. Heron	v.	W. Logan
R. Lapsley	v.	J. Parkes
W. Pitt	v.	W. Edwards
H. Blackledge	v.	F. Morris
W. W. Pelling	v.	A. Farrell
J. Lovett	v.	J. C. Lloyd
J. Mills	v.	K. E. Pollock

The games must be finished by the 2nd prox.

There was another well-attended auction of race ponies at the Shanghai Horse Bazaar on the 10th inst., at which the following ponies reached the highest prices:—Belvoir, 11s. 40s; Badminton, 340; Redberry, 250; Rhone (withdrawn), 235; Polka (withdrawn), 220; Irvine, 21; Montmore, 200; The Saipie, 163; Cinchona, 150; Genessee, 150; Hemisphere, 150; Conway Castle, 150; Maas (withdrawn), 120; Wandlander, 115; Castaway, 100; and Evan-
gels, 100.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

PRAYA EAST RECLAMATION AND THE TRAMWAY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Sir,—By a strange coincidence I had just laid down a copy of the Sydney *Times*, which arrived yesterday with a most interesting history of the effects of trams in gradually reducing the overcrowding of the city of Sydney, many of the facts and figures bearing out the arguments in your leader's day, when in came your journal with an interesting leader which forcibly reminded me of what I had just read. I send it you herewith because it may serve your purpose to drive home your point in yesterday's leader.

The arguments and assertions at the meeting last Saturday were weak in the extreme and very selfish, and revealed the fact that interested parties foolishly assumed that the effect of the tram would be well-nigh instantaneous. It has been comparatively gradual with our Australian cousins, what reason is there to suppose that it would be more rapid here, where the masses consist of Chinese, who are proverbially the slowest people on earth to adopt any innovations?

It seems to me to be probable that the Tram Co. or the directors of the concern have themselves done much to defeat the object in view, by not catering sufficiently to the working classes. There should be special services for them and the charge very low. Such services should be exactly adapted to the requirements of the working classes—numerous cars at certain hours, cheap fares and as much regularity as possible. It should be borne in mind that the working Chinaman figures in "cash," not dollars, and that ten cents to him is as much as \$100 to a European clerk or newspaper reporter. If he lives in the suburbs, he has to buy his midday meal in town and in addition thereto has to pay tram fare. The movement must assuredly be very gradual and although the working-men's services may be run at a loss for a year or two they will pay very handsomely later on, not only from the shareholders' point of view, but also in respect to the improved sanitary conditions consequent upon the lessening of overcrowding in the city proper. The trams in this island will materially assist, in time and with proper management, to build up a "Greater Hongkong," just as the trams have aided in the last thirty years to create "Greater Sydney" and a "Greater New York." It was foolish to expect a sudden and rapid development of the suburban district.

Although I, being in a small way interested in property in Wanchai, could hardly be expected to denounce the parsimony underlying the decision of the marine lot holders, yet I write you this in the hope that it may be of some assistance in the cause which you have taken up so promptly and so well. I have spent the best years of my life in Hongkong. During the great plague epidemic I risked my life for weeks and months for the sake of my fellow-citizens, being mentioned twice in despatches and receiving a gold medal from my fellow-citizens—a decoration of which I am exceedingly and justly proud. I have also another medal from the Governor—and the probability is that I shall end my earthly career in this fair Isle of Ragged Streams. I have Hongkong's best interests at heart and I am sorry, and indeed appalled, to note that its destinies are apparently in the hands of men whose love of dollars blinds them to the extreme gravity of the issues involved in the policy which they have sought to impose upon the community as a whole. This is, as you have said, a matter which calls for the interposition of Government. If the Governor is a "strong man" he has now a most excellent opportunity to demonstrate that fact to this Colony and to the world. His duty under the circumstances is plain. Will he do it? Let us hope so. He could make a stirring speech on this subject which would command the approval of all who are capable of taking an impartial view of the question as a whole.

While, for reasons which you can well understand, I would ask you to suppress my name in this connection—you know I am only very "small potatoes" compared with the "rulers" of Hongkong—I sincerely hope and trust that what I have written may be of some slight service to you and indirectly, through your columns, to all who have at heart the welfare of this Colony—an important outpost of a mighty Empire—whose last state, will be appalling unless the Governor makes it very clear in the near future that he is our ruler, not only in name but in fact.—Yours, &c.,
H. NGKONG'S WELL-WISHER.

[The extract enclosed in our correspondent's letter is much too long to be reproduced in *extenso* here. We give below an extract in support of his forcible contention that it is foolish to expect a sudden and rapid development of the suburban district as the immediate result of the advent of the tramway.—Ed., H. K. T.]

GREATER SYDNEY.
This is especially noticeable in the Western Suburbs. I like a genius in the Arabian Nights, the spirit of electricity seems to have transformed virgin bush and cultivated land into streets, houses, and terraces. When the present system was inaugurated, Redfern was the most densely populated suburb. Paddington, Glebe, Newtown, and Balmain had only 15 persons to the acre, while Leichhardt and Marrickville could boast of little more than one person to the acre. Redfern and Waverley were practically sand-swept wastes. Further out the population was smaller still. The increase in the suburban population has been marked by a decrease in the city, as the following table shows:

Year.	City.	Suburbs.
1871	74,168	63,210
1886	124,380	183,890
1891	183,185	292,465

From 1871 to 1901 there was a gradual increase in the city's population, when the total was 122,980, but the following year showed a decrease of 5,201. It will thus be seen that the city population is still very far short of what it was in 1886, the year of its greatest residential population. Meanwhile the yearly totals for the suburban population have gone up by leaps and bounds till the figures are now over 400,000.

One result of this change is that most of the dwelling-houses demolished in Sydney recently have been rebuilt as offices, warehouses, factories, &c. Though the city of London has a population of a million during business hours, only approximately 300,000 persons out of the total sleep in it, and principally comprise hotel and boarding-house servants, watchmen, caretakers, &c. Judging by the Government Statistician's figures, Sydney is in a fair way to follow in the wake of the British capital.

OBSTRUCTING PUBLIC THOROUGHFARES.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Sir,—Praya East is what is known as "up" in London parlance, the chubbies, from the Naval Canton to near Ship Street being piled up anyhow, while huge mounds of sand lie piled up, and, in some places, extend to the very edge of the electric tramway lines. This has the effect of rendering that locality almost impassable for rickshas, since they have no possible place of digression when a tramcar comes flying along, and also constitutes a real menace to ricksha-fares requiring to use that thoroughfare. It is not so long ago since a certain local firm was hauled up to the Police Court, charged with "causing an obstruction," because they allowed some half dozen bales of goods to lie on the pathway for a few hours, because they had arrived at the godown after hours and could not be taken inside—and that not in a public thoroughfare much used by pedestrians! The firm in question in that case was discharged, as it was proved that the bales formed no obstruction to pedestrians since but a few feet away immense piles of sand were lying, and thus creating a real obstruction, within the meaning of the Ordinance, and maintained, moreover, by Government contractors. Were it a private firm maintaining the obstruction along Praya East one might be tempted to ask if the members were shareholders in the Electric Tramway Company, and thus trying to increase its revenue, by driving the rickshas off that thoroughfare.—Yours, &c.,
RICKSHA.

Hongkong, 17th May, 1905.

"HONGKONG"

There does not lack a certain number of books in French dealing with Hongkong, amongst which we may note those of de Beauvoir, de Hüner, Bellecourt, and Weutsener. Some are not very recent, even if there is still much of interest in them, and they do not generally treat of economic and commercial questions to any great extent. Such a want for French readers is now supplied by Consul Clavery, whose brochure on *Hongkong* has just been issued under the auspices of the Société de l'Annuaire Colonial, Paris, and forms part of the library of France Coloniale Moderne. M. Clavery has made this little work uniform with his study of the Straits Settlements that was issued last year. He deals appreciatively, we may note, with the development of the colony of Hongkong, its administrative organisation, financial condition, public instruction, and its commerce and banking. He quotes all his sources of information, which are mainly official, or well authenticated. He shows that 42 per cent. of the trade exchanged between China and Hongkong is provided by or destined for the British Empire. He advocates a greater trade between French Indo-China and "the vast free port of Victoria." In 1903, Hongkong's portion of the trade of the adjacent French colony was 28 per cent; in 1904, it had grown to 31 per cent. The pamphlet is a very interesting one and generally very carefully prepared. A little more revision, however, would have prevented a few errors. The Bank of China and Japan has now been liquidated sufficiently long to prevent its name being given in Jardine and Matheson's list, likewise somewhat strange for Jardine, Matheson and Co.—L & C. Express.

BANQUET TO PRINCE CARL ANTON.

CORDIAL SPEECHES BY THE PRINCE AND GENERAL TERAUCHI.

On the evening of the 2nd instant General Terauchi, Minister of State for War, gave a banquet at his official residence in honour of Prince Carl Anton of Hohenzollern and Prince Kan-in. General Terauchi proposed the health of the Kaiser in the following terms:—"I deem it a great honour that their Imperial Highnesses Prince Carl Anton von Hohenzollern and Prince Kan-in have kindly consented to be present this evening. Since last November, during a period of some six months, His Highness Prince Carl was a close observer of the progress of the war in regions where the conditions and the climate were of an exceptional nature, yet the Prince did not suffer at all from illness. That is a source of much satisfaction to my countrymen as well as to foreigners, and we are specially rejoiced to think that the Prince sets out for home in the best possible health. It is a fact well-known here and abroad that Japan owes much of her civilised achievements to Germany, and, above all, that she has taken many of her military models from that Empire. We therefore deem it a special honour that the Prince, accompanying our troops, has observed their actual operations in the field. His Highness's observations will be of benefit not merely from a military point of view, but also as an evidence of the ever-increasing amity between the two Empires, to the health of whose overages I have now the honour to raise my glass."

BANQUET TO PRINCE CARL ANTON.

CORDIAL SPEECHES BY THE PRINCE AND GENERAL TERAUCHI.

The above having been translated into German, Prince Carl rose and replied:—"I am most grateful for the kind reception given to me this evening by the Minister of State for War, and I shall never so long as I live forget the cordial welcome extended to me everywhere by Japanese officials and the Japanese people. I rejoice that the relations between the two Empires are ever increasing in cordiality, and I have the honour to propose the health of His Majesty the Emperor of Japan."

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Sir,—The report of the general manager, for the year ending 31st December, 1904, for presentation to the shareholders at the twentieth annual ordinary general meeting of the Company, on May 27th, is as follows:—

The net profit of the Company for the twelve months under review, after paying all charges, including the salary of the General Manager, and providing for all bad and doubtful debts, amount to

A. S. WATSON & CO. LIMITED.

The report of the general manager, for the year ending 31st December, 1904, for presentation to the shareholders at the twentieth annual ordinary general meeting of the Company, on May 27th, is as follows:—

CONTRABAND OF WAR.

In the House of Lords on the 14th ult., in reply to Lord Reay, who asked a number of questions as to an international understanding regarding contraband of war and a second Peace Conference proposed by the President of the United States, Lord Lansdowne claimed credit for the Government in having, during the war between Japan and Russia, upheld the rights of neutrals. With regard to the correspondence on this question, he could not regard it with great satisfaction in many particulars. In the circumstances all that a neutral Power could do was to express their views and make protests and remonstrances when they saw that wrong was being done, and, perhaps, these were not wholly without effect. As to the question of coal as contraband of war, he was sorry to say that the Russian Government had not departed from their original views in spite of the British arguments. Still, since they had been advanced, there had not been a single case in which an English vessel had been interfered with by Russian cruisers. As to the negotiations between this country and the United States, they had been able to see eye to eye for the accomplishment of the same ends. The invitation from the United States to a second conference following the first Peace Conference was, he need hardly say, accepted without a moment's hesitation; but it was unnecessary to consider details until the conference was held. As to the right to destroy prizes, that was a most controversial subject, and as to the laying down of mines, that was a terrible result of modern warfare for dealing with which he should be delighted if means could be found. So also as to wireless telegraphy, they recognised its importance, and they should consider whether this could not also be referred to the conference. If war was inevitable, they should do their best to circumscribe its area, and within that area to minimise the sufferings and inconvenience of those brought within the reach of hostilities.

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Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.

AND

CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"HECTOR"	20th May.
GLASGOW and LIVERPOOL	"HYSON"	30th May.
GLASGOW and LIVERPOOL	"PRIAM"	31st May.
GLASGOW and LIVERPOOL	"GLAUCUS"	5th June.
GLASGOW and LIVERPOOL	"FOXTON HALL"	10th June.
GLASGOW and LIVERPOOL	"YANGTZE"	18th June.
GLASGOW and LIVERPOOL	"PROMETHEUS"	18th June.
GLASGOW and LIVERPOOL	"AJAX"	25th June.

S.S. "Hector" left Singapore at 5 p.m. on the 15th inst., and may be expected to arrive here about 20th.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
* GENOA, MARSEILLES & L'POOL	"LAERTES"	20th May.
AMSTERDAM, LONDON & ANTWERP	"CARDANUS"	23rd May.
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	6th June.
* GENOA, MARSEILLES & L'POOL	"DEUCALION"	20th June.
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	20th June.
AMSTERDAM, LONDON & ANTWERP	"HYSON"	4th July.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	18th July.
* GENOA, MARSEILLES & L'POOL	"PRIAM"	20th July.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"YANGTZE"	21st June.

For Freight, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 17th May, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI, SWATOW, TSINGTAO, CHEFOO & TSIN NINGPO and SHANGHAI	"SHAOHSING"	18th May.
MANILA	"CHIHLY"	18th May.
CEBU and ILOILO	"SZECHUEN"	23rd May.
MANILA, ZAMBANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BIRNIE, SYDNEY and MELBOURNE	"SUNGKIANG"	23rd May.
	"KAIFONG"	25th May.
	"CHANGSHA"	9th June.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

* M.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 17th May, 1905.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	A. H. Nolley	MANILA VIA AMOV	SATURDAY, 20th May, at Noon.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 27th May, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 17th May, 1905.



HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL. (With Liberty to Call at the Malabar Coast).

Steamship	About
"ATHOLL"	SATURDAY, 20th May, at 4 P.M.
"NORDPOL"	15th June.
"INDRAWADI"	15th July.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 17th May, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE and YOKOHAMA, FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,483	Bahle	May 23rd, 1905.
"ARAGONIA"	5,198	Schmidt	May 31st, "
"NICOMEDIA"	4,370	Wagner	June 10th, "
"NUMANTIA"	4,370	Brühmer	July 16th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

A. I. AN CAMERON, General Agent.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.

From 1st January, 1904.

ALSO REDUCED FARES TO MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE, Agents.
Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons	Captain
"KWONG CHOW" 1,309	J. P. MARTIN.
"KWONG TUNG" 1,358	H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).
Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).
These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.Passage Fare—Single Journey ...\$4
Meals ...\$.5 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	CHOYSANG	THURSDAY, 18th May, 4 P.M.
S'GAPORE, S'RA BAYA & SAMARANG	ONSANG	FRIDAY, 19th May, 3 P.M.
MANILA	LOONGSANG	FRIDAY, 19th May, 4 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

* Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 17th May, 1905.

TRIPS TO CANTON AND MACAO.

THE Yuk On Company's Splendid Steamer

"YING KING."

1,088 tons, Registered.

Captain E. I. Page, will leave Hongkong for Canton every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9.30 P.M. returning to Hongkong every TUESDAY, THURSDAY and SATURDAY, about 5 P.M. On SUNDAYS she makes an EXCURSION TRIP TO MACAO, leaving Hongkong at 8.30 A.M., and returning from Macao about 7.30 P.M.

The "YING KING" is especially fitted for these runs, is the newest, fastest and most luxuriously furnished steamer on the line and is lighted throughout with Electricity, also hot and cold water is supplied.

FARES:

First Class single journey to Canton	\$3.00
Second " " " "	1.50

First class single journey to Macao	1.00
" " return " " " "	2.00
Second " " " "	80 Cents.
Third " " " "	50 " "

Breakfast, Dinner or Dinner \$1 each only. Wine and Spirit of the best brand are used. The wharf in Hongkong is at the West end of Wing Lok Street.

The wharf in Macao is the same as the S.S. "Perseverance."

For further information, apply to the Office of

YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street, Hongkong, or toMessrs. WENDT & Co., Canton Agents.
S. A. NORONHA, Macao Agent.

Hongkong, 17th May, 1905.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"

Captain Ellis, will be despatched for the above Ports, on SATURDAY, the 10th June, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provision, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon and Stewardess are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 9th May, 1905.

Shipping—Steamers.

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

CHEAP EXCURSIONS TO MACAO.

THE Steamship

"H. O. N. A.,"

3,363 tons,

Captain H. D. Jones, will make a special trip EVERY SUNDAY TO MACAO AND BACK.

Hour of Departure:

From Hongkong at 9 A.M., arriving at Macao about Noon.

From Macao from 4 P.M. to 7 P.M. to suit tide, arriving at Hongkong about 3 hours after departure.

FARES:

First Class, Single ...\$3.00 Return \$4.00

Second Class, Single ...\$2.00 Return \$3.00

Children under 12 half-price.

Tickets may be obtained at the Office of the Company, 18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel), or on board the Steamer.

No CHITS will be accepted, and Servants' Passages must be paid for.

T. ARNOLD, Secretary.

Hongkong, 15th May, 1905.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL, (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

1905. About

"SAGAMI" 31st May, 1905.

"ERROLL" 6th June, "

"HINDUSTAN" 24th June, "

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 9th May, 1905.

HONGKONG AVERAGE MARKET PRICES.

Corrected 6th May, 100 cts. per 5 lbs.

BUTCHER MEAT.

Beef—Prime and prime-cut—Mei Lung Pa B

"Corried"—Ham Ngau Yuk

"Roast"—Shiu

"Soup"—Tong Yuk

"Steak"—Ngau Yuk Pa

"Sausages"—Ngau Yuk Chung

"Duck's Brains"—"Know" per set

"Tongue fresh"—Ngau Li

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Rock Fish—Sek Kau Kung.

Roach—Chun Yu

Salmon—(Crown), fresh water—Ma Yau

Shark—Sa Yu

Skate—Po Yu

Shrimps—Ma

Snapper—Lap Yu

Sole—Tat Sa Yu

Tench—Wan Yu

Turbot—Cho How Yu

Turtles, small, fresh water—Kock Yu

White Bait—Ngau Yu Chai

FRUITS.

Almond—Hung Yan

Apples, (California)—Kam San Ping

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Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.
(Through Bills of Lading issued for BATAVIA,
PENINSULAR GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)
T. H. K. Steamship

"CHUSAN,"
Captain H. W. Kenrick, R.N.R., carrying His
Majesty's Mails, will be despatched from
this for BOMBAY, on SATURDAY, the
20th May, at Noon, taking Passengers and
Cargo to the above ports in connection with
the Company's S.S. *Himalaya*, 6,898 tons, from
Colonbo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Perla*,
due in London on the 2nd July.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to
L. S. LEWIS,
Acting Superintendent.
Hongkong, 6th May, 1905.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "ERNEST SIMONS,"
Captain Bourdon, R.N., will be despatched for
MARSEILLES on TUESDAY, the 30th
May, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. *POLYNESIE* 13th June.
S.S. *CALEDONIE* 27th June.
S.S. *OCEANIE* 11th July.

G. DE CHAMPEAUX,
Agent.
Hongkong, 17th May, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
<i>Hyades</i>	3,753	Geo. Wright.....	At May 23
<i>Pleides</i>	3,753	F. G. Purinton.....	June 30
<i>Shamut</i>	6,666	E. V. Roberts.....	July 12
<i>Tremont</i>	6,666	T. W. Garlick.....	Aug. 8

Steamer marked (*) have no second-class
passenger accommodation.
† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shamut* and *Tremont*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 9th May, 1905.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

GENERAL HOUSEHOLD

REQUISITES

&c., &c., &c.

Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1905.

For Sale.

THE WISE MAN

BUYS A "SINGER"; IT'S TRUE
ECONOMY.

5 YEARS' GUARANTEE;
FREE INSTRUCTION;
EASY PAYMENTS.

It's something you need.

SHOW-ROOMS:—1, WYNDHAM STREET,
Hongkong, 25th March, 1905.

TUBORG BEER.

A FIRST CLASS PILSENER BEER,
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.
Sole Agents:—

SIEMSEN & CO.
Hongkong, 10th January, 1905.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.
\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 7th March, 1905.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL
LERS AND WATCHMAKERS.

EASTMAN'S
KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS"
guarantee given to every purchaser.

in QUEEN'S ROAD,
Waterloo Building.

FOR SALE.

INCANDESCENT GASOLINE LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT MANTLES, CHIMNEYS, GLOBES, SHADES, &c.,

for
GASOLINE AND GAS
LAMPS
at the most moderate
prices.

Lamps fixed up for
Buyers free of charge.

Naphtha of the best
kind kept in stock.

TAI KWONG CO.,
56, Lyndhurst Terrace.

Hongkong, 2nd May, 1905.

To Let.

TO LET.
NO. 12, KNUTSFORD TERRACE,
KOWLOON.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 4th May, 1905.

TO LET.

A BUILDING at CAUSEWAY BAY, m
present in occupation of the Steata
Laundry Co., Ltd.

No. 1, RIFON TERRACE.

FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 30th March, 1905.

TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Caine Road.

Apply to—
H. N. MODY.

Hongkong, 4th May, 1905.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & TOTTIS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ \$1,000,000 \$8,000,000 \$250,000 }	\$1,493,408	{ Div. of £1.10 and bonus of £1 @ ex- change, 1/11 9/16 = \$2.46 for second half-year 1904	5 1/2 %	\$7.95 { London 280 \$37 buyers
National Bank of China, Limited	99,925	£7	£5	{ \$200,000 \$1,400,000 81,739 }	\$41,768	\$2 (London 3/6) for 1903	5 1/2 %	\$300 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,400,000 81,739 }	\$150,494	\$17 for 1903	5 1/2 %	\$300 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	{ \$950,000 \$151,992 \$352,366 \$371,445 }	Nil.	\$4 1/2 for year ended 30.4.1904	7 1/2 %	\$37 buyers
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 800,000 \$1,850,000 \$20,000 \$172,749 \$893 1/11 \$846,773 \$700,000 \$37,794 }	Tls. 217,119	Interim of 7/16 1904	8 %	Tls. 82 buyers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$1,850,000 \$20,000 \$172,749 \$893 1/11 \$846,773 \$700,000 \$37,794 }	\$2,078,997	\$35 for 1903	5 %	\$695 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 \$18,093 \$2,241 \$1,209,595 }	\$486,284	\$12 and \$3 special dividend for 1903	9 1/2 %	\$160
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$18,093 \$2,241 \$1,209,595 }	\$329,047	\$6 dividend & \$1 bonus for 1903	8 1/2 %	\$86 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$18,093 \$2,241 \$1,209,595 }	\$360,372	\$34 for 1903	11 1/2 %	\$304 sellers
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$5,000 \$85,439 \$250,000 \$600,000 \$158,444 }	\$8,832	\$1 for 1904	5 %	\$35 buyers
Douglas Steamship Company, Limited	30,000	\$50	\$50	{ \$5,000 \$85,439 \$250,000 \$600,000 \$158,444 }	Nil.	\$2 for year ended 30.6.1904	5 1/2 %	\$35 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$5,000 \$85,439 \$250,000 \$600,000 \$158,444 }	\$26,160	\$1 for second half-year 1904	9 1/2 %	\$27 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{ \$205,000 \$100,000 }	£5,853	10/- for 1903 @ 1/10 5/16 = \$5.378	4 1/2 %	\$125 buyers
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	{ Tls. 25,000 \$400,000 \$4,116 }	Tls. 43,762	{ Tls. 2 1/2 final making Tls. 4 1/2 for 1904	7 1/2 %	Tls. 55 buyers
Do. (Preference)	100,000	£1	£1	{ \$40,000 \$100,000 \$15,093 }	£58,832	Interim of 1/- (Coupon No. 5) for 1904	4 1/2 %	\$37 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	\$10	\$10	{ \$20,000 \$100,000 \$15,093 }	\$1,287	{ \$1.80 & b. 40 cts \$2.00 & b. 20 cts. }	6 %	\$37 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$20,000 \$100,000 \$15,093 }	\$1,287	{ \$1.80 & b. 40 cts \$2.00 & b. 20 cts. }	4 %	\$38 sales
Straits Steamship Company, Limited	5,000	\$100	\$100	{ \$400,000 \$21,075 \$130,153 }	\$21,231	\$10 for 1904	8 %	\$125 sales
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 120,000 Tls. 276,679 }	Tls. 6,190	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1904	11 1/2 %	Tls. 28 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$450,000 none }	\$42,812	Final of \$15 making \$20 for 1904	9 %	\$224 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none Tls. 100,000 }	Dr. \$85,087	\$3 for 1897	4 1/2 %	\$274 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ none Tls. 100,000 }	Tls. 1,635	\$2 1/2 for year ending 30.9.04	4 1/2 %	Tls. 60 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ \$40,000 none }	\$7,820	No. 3 of 1/6	5 1/2 %	Tls. 74 sellers
Oriental Consolidated Mining Company, Limited	50,000	G. \$10	G. \$10	{ none \$4,873 }	G \$672,093	50 cents making G. \$1 for 1904	5 1/2 %	G \$171
Paub Australian Gold Mining Company, Limited	150,000	£1	£1	{ \$40,000 none }	Dr. £4,029	No. 12 of 1/- = 48 cents	5 1/2 %	\$34 sellers
Paub Australian Gold Mining Company, Limited	50,000	£1	£1	{ \$40,000 none }	Dr. £4,029	No. 12 of 1/- = 48 cents	5 1/2 %	\$34 sellers
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	{ Fcs. 251,337 Fcs. 1,529,652 }	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	11 1/2 %	\$33 buyers
DOCKS, WHARVES & GODOWNS.								
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	{ \$70,000 \$58,473 \$100,000 \$300,000 \$33,500 }	\$8,577	\$3 for 1904	4 1/2 %	\$105 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ \$70,000 \$58,473 \$100,000 \$300,000 \$33,500 }	\$29,422	Final of \$2 1/2 making \$5 for 1904	4 1/2 %	\$105 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$70,000 \$58,473 \$100,000 \$300,000 \$33,500 }	\$498,289	{ \$6 dividend and \$1 bonus for 2nd half- year 1904	6 1/2 %	\$204 sellers
Haworth Frigate, Limited	12,000	\$100	\$100	{ \$70,000 \$58,473 \$100,000 \$300,000 \$33,500 }		\$10 div. & \$5 bonus for year end 30.6.04	6 1/2 %	\$270 buyers
New Amoy Dock Company, Limited	6,000	\$60	\$60	{ \$70,000 \$58,473 \$100,000 \$300,000 \$33,500 }	\$489	\$12 for 1903	6 1/2 %	\$255 buyers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	{ \$70,000 \$58,473 \$100,000 \$300,000 \$33,500 }	\$10,636	{ \$10 div. and \$2 1/2 bonus } \$7 dividend	6 1/2 %	\$174
Do. (Preference)	2,750	\$100	\$100	{ \$70,000 \$58,473 \$100,000 \$300,000 \$33,500 }	Tls. 900,000	Tls. 5 interim for 1904/5	8 %	Tls. 158 buyers
S. C. Farham, Boyd & Co., Limited	55,000	Tls. 100	Tls. 100	{ \$70,000 \$58,473 \$100,000 \$300,000 \$33,500 }	Tls. 48,153	Final of Tls. 6 making Tls. 10 for 1904	6 %	Tls. 187 sales
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	{ \$70,000 \$58,473 \$100,000 \$300,000 \$33,500 }	Tls. 10,711	\$20 for 2nd half year making \$16 for 1904	6 1/2 %	\$395 sellers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	{ \$70,000 \$58,473 \$100,000 \$300,000 \$33,500 }	\$206,645	Tls. 18 for 1904	9 1/2 %	Tls. 187 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ \$70,000 \$58,473 \$100,000 \$300,000 \$33,500 }	Tls. 17,500	\$2 1/2 for year ended 30.6.1904	8 %	\$29 sales
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	{ none Tls. 34,000 }	\$9,989	Final of Tls. 5 making Tls. 9	6 1/2 %	Tls. 145 sales
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	{ none Tls. 8,000 }	Tls. 806	\$5 for second half-year making \$10 for 1904	7 1/2 %	\$144 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$100,000 \$100,000 }	\$3,554	Final of \$6 making \$12 for 1904	9 1/2 %	\$126 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$250,000 Tls. 13,686 \$200,000 }	\$37,875	Tls. 0.87 1/2 for the year ending 31.3.1904	4 %	Tls. 224 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	{ \$250,000 Tls. 13,686 \$200,000 }	Tls. 680	90 cents for 1904	7 1/2 %	\$13 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$250,000 Tls. 13,686 \$200,000 }	\$11,958	\$3 for 1904	7 1/2 %	\$40 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	{ none Tls. 828,813 }	\$377	{ Tls. 3 final and Tls. 2 bonus making } Tls. 8 for 1904	7 %	Tls. 116 sales
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	{ none Tls. 170,000 }	Tls. 40,666	Tls. 5 for 1904	10 %	Tls. 47 sellers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	{ none Tls. 67,300 }	Tls. 670	Final of Tls. 4 making Tls. 7 for 1904	5 1/2 %	Tls. 135
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	{ none Tls. 67,300 }	Tls. 725	None	5 1/2 %	Tls. 12 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	{ none Tls. 5,150 }	Tls. 5,150	Final of \$1.70 making \$3.20 for 1904	5 1/2 %	\$55 sellers
West Point Building Company, Limited	12,500	\$50	\$50	{ none Tls. 11,655 }	\$1,747	Tls. 4 for year ended 31.10.1903	10 %	Tls. 40 sellers
COTTON MILLS.								
Poo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ none Tls. 50,000 }	Tls. 11,655	50 cents for the year ending 31.7.04	3 %	Tls. 40
Hongkong Cotton Spinning, Weaving and Dyeing Co., Limited	125,000	\$10	\$10	{ none Tls. 50,000 }	\$22,862	Interim of 3 % a/c 1898	10 %	Tls. 40
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 50,000 Tls. 35,227 }	Tls. 13,629	Interim of 4 % a/c 1898 on 6,000 shares	4 %	Tls. 180
Lao-yung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none Tls. 8,115 }	Tls. 10,000	4 % for 1897	10 %	Tls. 180
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ none Tls. 8,115 }	Tls. 22,050	\$125 for year ending 30.6.1900		\$100 buyers
CIGARS AND TOBACCO COS.								
Alhambra, Limited	300	\$200	\$200	{ \$779 nil }	nil	First year		\$94 buyers
Philippine Company, Limited	75,000	\$10	\$10	{ Tls. 24,820 Tls. 25,000 }	Tls. 1,097	Final of Tls. 6 making Tls. 9	13 1/2 %	Tls. 68 sales
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 25,000 }	Tls. 1,097	First year		\$115 buyers
MISCELLANEOUS.								
Anglo-German Brewing Company, Limited	4,500	\$100	\$100	{ none Tls. 50,000 }	£1,161	6d. per share for 1903	5 %	\$54 buyers
Pella's Asbestos Eastern Agency, Limited	8,000	12/6	12/6	{ none Tls. 50,000 }	£1,182	\$3 for 1904	8 1/2 %	\$30
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ none Tls. 50,000 }	£1,182	Final of 60 cents making \$1.80 for 1904	8 1/2 %	\$21 sellers
Central Stores, Limited	6,000	\$15	\$12	{ none Tls. 50,000 }	\$1,502	None	6 1/2 %	\$100
Do. (Founders)	123	\$15	\$12	{ none Tls. 50,000 }	\$1,502	Preferential of 7 per cent for 1904	6 1/2 %	\$100
Do. (New Issue)	24,000	\$15	\$12	{ none Tls. 50,000 }	\$1,502	\$1 for 1904	7 1/2 %	Tls. 65 sales
China-Borneo Company, Limited	60,000	\$12	\$12	{ none Tls. 50,000 }	Nil.	Tls. 5 for 1904	7 1/2 %	\$10
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ none Tls. 50,000 }	Tls. 718	None	9 1/2 %	\$27 sales
China Light and Power Company, Limited	30,000	\$10	\$10	{ none Tls. 50,000 }	\$3,739	80 cents for 1904	9 1/2 %	\$17
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ none Tls. 50,000 }	\$1,581	\$1 1/2 for year ending 31.7.1903		Tls. 25 sales
Dairy Farm Company, Limited	25,000	\$8	\$8	{ none Tls. 50,000 }	Dr. Tls. 152,318	Tls. 5 for 1902	8 %	Tls. 193 buyers
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	{ none Tls. 50,000 }	\$2,706	\$5 div. and \$2 1/2 bonus for 1903	7 1/2 %	\$264 sales
Fraser and Neave, Limited	4,500	\$10	\$10	{ none Tls. 50,000 }	\$95,054	\$2 for 1904	7 1/2 %	\$17
Green Island Cement Company, Limited	100,000	\$10	\$10	{ none Tls. 50,000 }	\$95,054	First year	10 1/2 %	\$24 buyers
Do. (New Issue)	50,000	\$10	\$10	{ none Tls. 50,000 }	\$95,054	Final of \$14 making \$24	10 1/2 %	\$160 buyers
Hall & Holt, Limited	21,000	\$30	\$20	{ none Tls. 50,000 }	\$7,625	£1 div. and 2/- bonus for 1903	7 1/2 %	\$174 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	{ none Tls. 50,000 }	£7,625	{ \$1.00 \$0.50 } for year ending 30.4.1904	5 1/2 %	\$181 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	{ none Tls. 50,000 }	\$1,747	\$15 for year ending 30.11.1904	4 1/2 %	\$220 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ none Tls. 50,000 }	\$5,336	Final of \$23 making \$17 for 1904	7 1/2 %	\$244 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ none Tls. 50,000 }	\$11,137	\$10 for 1904	7 1/2 %	\$151 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	{ none Tls. 50,000 }	\$299	Final of 70 cts. and 50 cts. bonus making \$1.20 for year ending 30.9.04	10 1/2 %	\$174
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	{ none Tls. 50,000 }	\$299	\$1.50 for the year ending 30.9.04	6 %	\$135 buyers
Katr Brothers, Limited	10,000	\$100	\$100	{ none Tls. 50,000 }	\$299	\$8 for 1904	7 1/2 %	\$140 buyers
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	{ none Tls. 50,000 }	\$299	Interim of 35	7 1/2 %	Tls. 235 sales
Maatschappij tot Nijl-, Boort- en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 512,210 Tls. 19,055 }	Tls. 35,849	1st quarterly of Tls. 7 1/2 paid 15.3.05	13 %	\$33
Maynard and Company, Limited	3,400	\$10	\$10	{ none Tls. 50,000 }		\$2 for year ended 31.10.1904	9 %	\$33
S. Moutrie & Company, Limited	4,000	\$50	\$50	{ none Tls. 50,000 }		Final of \$3 making \$5 for the year ending 30.6.04	9 %	\$54 sales
Shaanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	{ none Tls. 50,000 }	Dr. \$5,537	None		\$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ Tls. 145,000 Tls. 108,172 }	Tls. 8,011	Final of Tls. 5 making Tls. 11 for 1903	7 1/2 %	Tls. 112 buyers
Shanghai House Bazaar Company, Limited	5,400	Tls. 100	Tls. 100	{ Tls. 145,000 Tls. 108,172 }	Tls. 10,247	Tls. 5 for 1903	14 %	Tls. 75 sales
Shanghai Paper and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 145,000 Tls. 108,172 }	Tls. 6,988	Final of Tls. 8 making Tls. 14 for 1904	9 1/2 %	Tls. 150 sales
Shanghai Waterworks Company, Limited	7,200	£20	£20	{ Tls. 145,000 Tls. 108,172 }	Tls. 7,360	Final of 37/6 making 2/6 for 1904	6 %	Tls. 410
Singapore Dispensary, Limited	6,000	\$50	\$50	{ Tls. 145,000 Tls. 108,172 }	Tls. 7,360	\$2 1/2 for year ended 31.7.1904	8 %	\$86
South China Morning Post, Limited	6,000	\$25	\$25	{ none Tls. 50,000 }	Dr. \$39,020	None		\$25
Steam Laundry Company, Limited	10,000	\$10	\$10	{ none Tls. 50,000 }	\$3,644	60 cents for year ended 31.5.04	8 1/2 %	\$7 buyers
Straits Ice Company, Limited	3,000	\$100	\$100	{ none Tls. 50,000 }	\$700	First year	13 1/2 %	\$5
Straits Trading Company, Limited	250,000	\$10	\$10	{ none Tls. 50,000 }	\$84,813	\$10 for second half year 1904	13 1/2 %	\$150 buyers
Tientsin Native City Waterworks Company, Ltd.	2,000	Tls. 100	Tls. 100	{ none Tls. 50,000 }	Tls. 2,005	\$1 div. and 35 cents bonus for half year ended 30.9.04	6 1/2 %	Tls. 100
Tientsin Waterworks Co. Company, Limited	2,000	Tls. 100	Tls. 100	{ none Tls. 50,000 }	Tls. 2,211	Final of Tls. 4 making Tls. 8 for 1903/4	6 1/2 %	Tls. 125 sales
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	{ none Tls. 50,000 }	\$			